



# Provision of Electric Vehicle Charging Points for New Development

Guidance for Developers



**LANCASTER  
CITY COUNCIL**

*Promoting City, Coast & Countryside*

Planning Advice Note

February 2016

# 1. Introduction

- 1.1 Lancaster City Council adopted its Development Management Development Plan Document (DPD) in December 2014 which forms a key part of the local development plan for Lancaster District. The Development Management DPD sets out a series of generic planning policies which will be used by the City Council to determine planning applications. The policies contained within the DPD are applicable to all types of development across the district. This Planning Advisory Note (PAN) has been prepared to supplement the Development Management DPD and specifically relates to all types of development that generates road traffic.
- 1.2 As part of the Development Management DPD consideration is given to key design principles and environmental requirements which are set out in a range of planning policies including Policy DM20 (Enhancing Accessibility and Transport Linkages), Policy DM23 (Transport Efficiency and Travel Plans), Policy DM35 (Key Design Principles), Policy DM36 (Sustainable Design), Policy DM37 (Air Quality Management and Pollution) and DM41 (New Residential Design).
- 1.3 In particular these policies encourage that new development should seek to deliver high standards of sustainable design. Opportunities to minimise the adverse impacts on the environment is a key thread of the Development Management DPD with all development encouraged to minimise impacts on air quality.
- 1.4 The use of electric vehicles is an important measure in reducing emissions locally and therefore the provision of necessary infrastructure which promote the use of such vehicles is essential. Growth in the uptake of plug-in vehicles is also steadily growing and therefore it is important that new development seeks to encourage continued growth and respond to such change. Figure 1 below highlights the level of growth which has been seen in the use of electric vehicles across the UK since 2011.

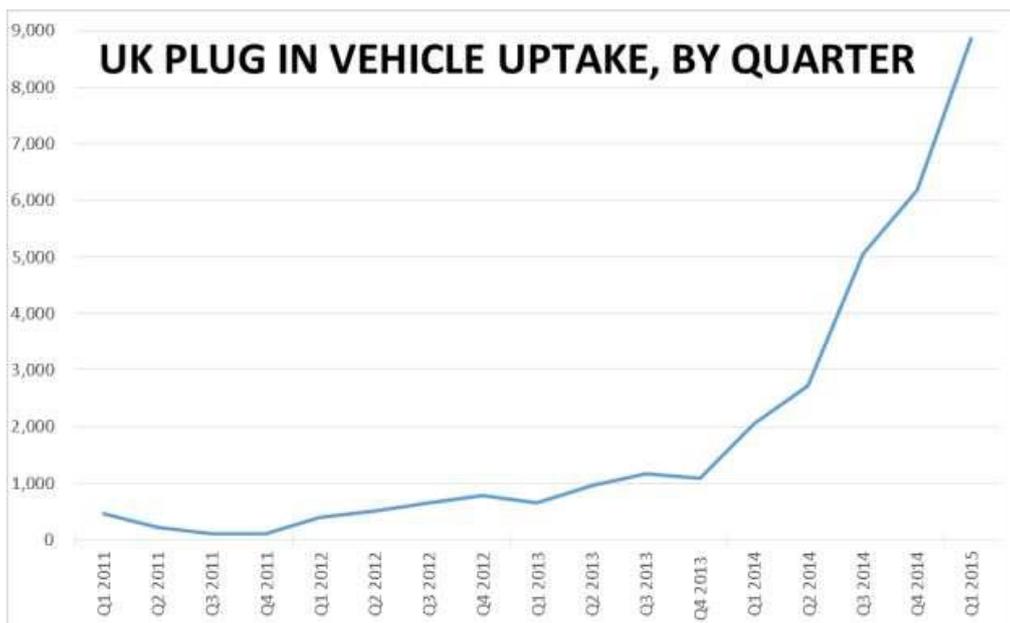


Figure 1: UK Plug-in Vehicle Uptake (by Quarter)

Source OLEV Presentation to IAPSC June 2015 [http://www.iapsc.org.uk/assets/document/0615\\_N\\_Short.pdf](http://www.iapsc.org.uk/assets/document/0615_N_Short.pdf)

- 1.5 This PAN provides information and advice to developers on how opportunities for the use of electronic vehicles can be maximised, particularly through the provision of necessary infrastructure in new development such as electric charging points. The PAN supports the provision of such infrastructure as part of both residential and commercial development.

## **2. Planning Policy Context**

### National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework (NPPF) was published by the Government in March 2012 and sets national planning policy for England.
- 2.2 Paragraph 35 of the states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and suggests a number of means to achieve this. In particular paragraph 35 states that developments should be *'designed where practical to incorporate facilities for charging and plug-in and other ultra-low emission vehicles'*.
- 2.3 Further support is provided under paragraph 124 of the Framework which states that planning policies should sustain compliance with, and contribute towards, EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.

### Lancaster District Transport Masterplan

- 2.4 Lancaster County Council are in the process of preparing a Highways and Transport Masterplan for the district. The draft Masterplan was published in the late spring 2015 with the finalised document due for adoption in May 2016.
- 2.5 The Transport Masterplan is seeking to promote a generational shift toward the use of sustainable modes of transport and reducing the reliance on private vehicles for day-to-day journeys. The reduction in such trips will seek to reduce traffic levels, improvement highway safety and improve the local environment through improved air pollution.
- 2.6 A key element of the Transport Masterplan is the increasing role of ultra-low emission vehicles (ULEVs) within the district. Following the adoption of the Masterplan the County Council intend to commission further assessment work on how ULEVs can be promoted in the district and it is clear that the provision of key infrastructure (such as charging points) will be critical in growing the role of ULEVs.

### Local Development Plan

- 2.7 As previously mentioned opportunities for reducing impacts on air quality are supported through a number of policies within the Development Management DPD. Policy DM37 in particular relates to air quality management and pollution. The supporting text to the policy states that the City Council will seek to ensure that proposals for all new development, regardless of location, will not have an unacceptable negative impact on air quality and will not further exacerbate air quality in Air Quality Management Areas.

### 3. Planning and Technical Design Issues

- 3.1 Lancaster City Council is committed to supporting measures that will reduce emissions from vehicles. This is clearly stated with the Council’s Corporate Plan. It is also a measure specifically supported by Lancashire County Council via the Highways and Transport Masterplan.
- 3.2 The provision of electric charging points is obviously not the only measure that can be taken to help reduce emissions, and it is the City Council’s intention to introduce more comprehensive guidance covering a wider range of measures and approaches in the near future as it prepares a new local development plan.
- 3.3 In order to promote a greater role for plug-in vehicles the City Council will support development proposals which seek to encourage the use of electric vehicles. To assist understanding on how this could be achieved in new development the table below sets out how infrastructure could be provided in new development.

Provision of Parking Bays & Charging Points for ULEV in New Development (including Conversions)	
Houses <sup>1</sup>	One charging point per house with garage or driveway
Flats (<50 units) <sup>2</sup>	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Flats (>50 units) <sup>2</sup>	Further dedicated charging bays totalling 2% of the total provision.
Other Development (<50 Bays) <sup>2</sup>	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Other Development (>50 Bays) <sup>2</sup>	Further dedicated charging bays totalling 2% of the total provision.
Phasing	Standard provision (as set out above) could be supplemented by the installation of groundwork / passive wiring at the commencement of development in order to enable further installation to match demand.

**Table 1: Recommended approach toward promoting ULEVs within new development proposals.**

(1) Recommended installation of 16A or higher Type 2 charger (minimum requirement standard 3 pin 13A charger), (2) dedicated free standing weatherproof chargers

- 3.4 It should be noted that where charging facilities are shared (for example through the development of flats) that any provision of infrastructure should also include arrangements for the future operation and maintenance of the facility.

### 4. Further Information and Advice

- 4.1 For further information on this issue please visit Lancaster City Council’s website at the following address <http://www.lancaster.gov.uk/air-quality/> or please contact the Environmental Health Team via email at [environmentalhealth@lancaster.gov.uk](mailto:environmentalhealth@lancaster.gov.uk).